HOLLAND AMERICA LINE

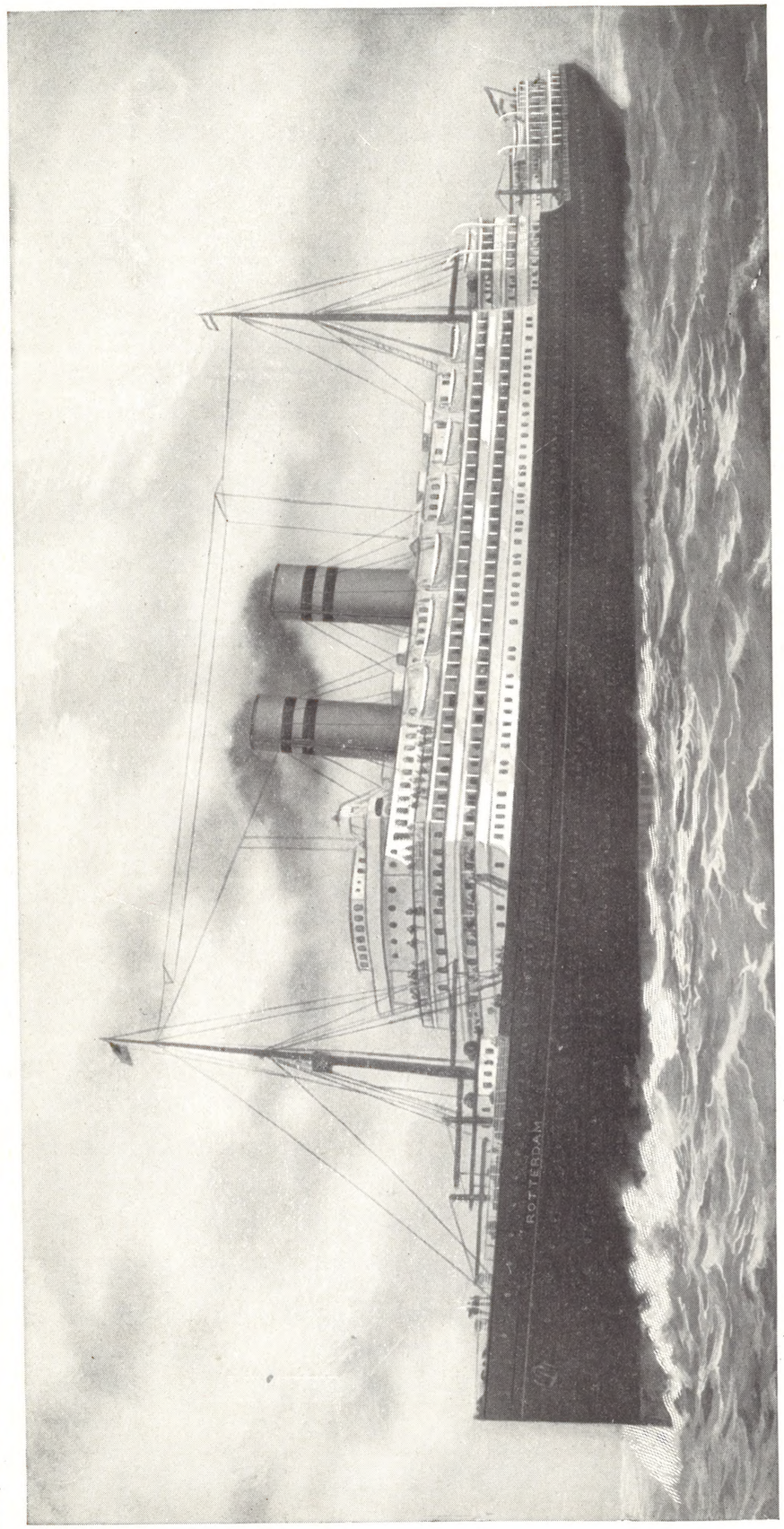


HANDBOOK FOR PASSENGERS

HANDBOOK *of* INFORMATION *for* PASSENGERS

HOLLAND-AMERICA LINE

Regular Twin-Screw Passenger Service
between
NEW YORK and ROTTERDAM
via BOULOGNE-SUR-MER
via PLYMOUTH



VIEW OF NEW TWIN-SCREW STEAMSHIP ROTTERDAM

REGISTERED TONNAGE 24,170 DISPLACEMENT 37,190 TONS

HOLLAND-AMERICA LINE

THE Holland-America Line, established in 1872, maintains a regular weekly passenger service between New York and Rotterdam, all its steamers calling both ways at Boulogne-sur-Mer (three and a quarter hours' distance from either London or Paris), for the landing and embarkation of passengers. Recently this service has been extended so as to include Plymouth as a port of call for the two giant steamships **"Rotterdam"** and **"New Amsterdam"** on their Eastbound voyage.

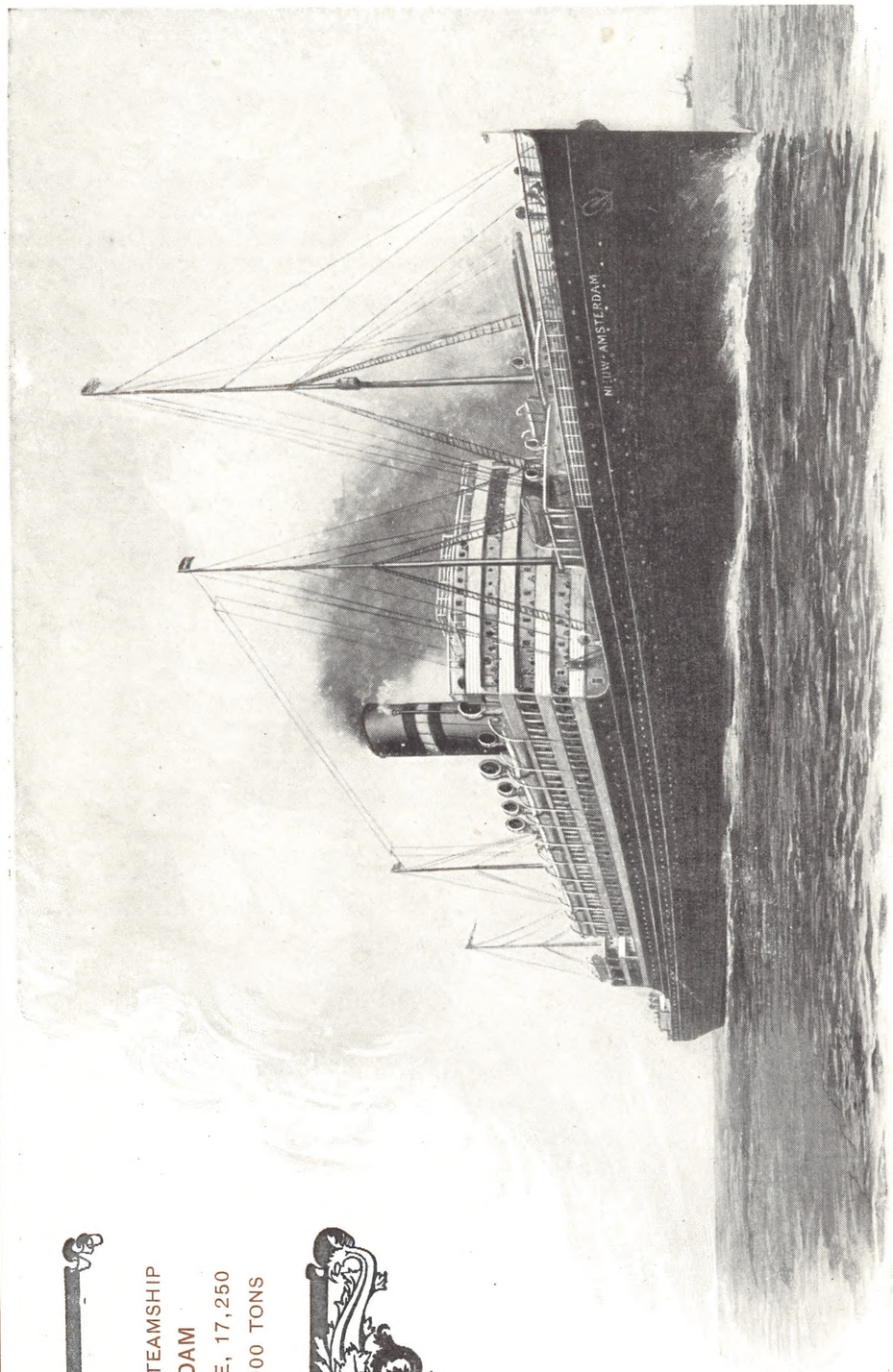
By careful and conservative management and profiting by the experience acquired by years of devotion to the Trans-Atlantic passenger carrying business, the Holland-America Line has developed an almost perfect passenger service, which is maintained by five new twin-screw steamers of enormous size, embodying in their construction all modern improvements, and, equalling in safety and comfort, in sanitary and practical appointments, the best equipped steamships of to-day.

They do not belong to the class of the so-called "ocean flyers," but they strongly appeal to that large majority of the ocean-going public which prefers substantial comfort, and easy going to high speed and racing.

The fleet of the Holland-America Line consists of the following new large twin-screw steamers constructed especially for Trans-Atlantic navigation:

S. S. "ROTTERDAM,"
S. S. "NEW AMSTERDAM,"
S. S. "NOORDAM,"
S. S. "RYNDAM,"
S. S. "POTSDAM."

These steamers carry the United States and Royal Netherlands Mail and are navigated in concurrence with the principal Steamship Companies, over definitely established courses, and are equipped with "Wireless" and "Submarine Signal" devices, thus offering the greatest possible safety to passengers.



VIEW OF
NEW TWIN-SCREW STEAMSHIP
NEW AMSTERDAM
REGISTERED TONNAGE, 17,250
DISPLACEMENT, 31,000 TONS

Description of Twin-Screw Steamships of the Holland-America Line

Twin-Screw Steamship ROTTERDAM

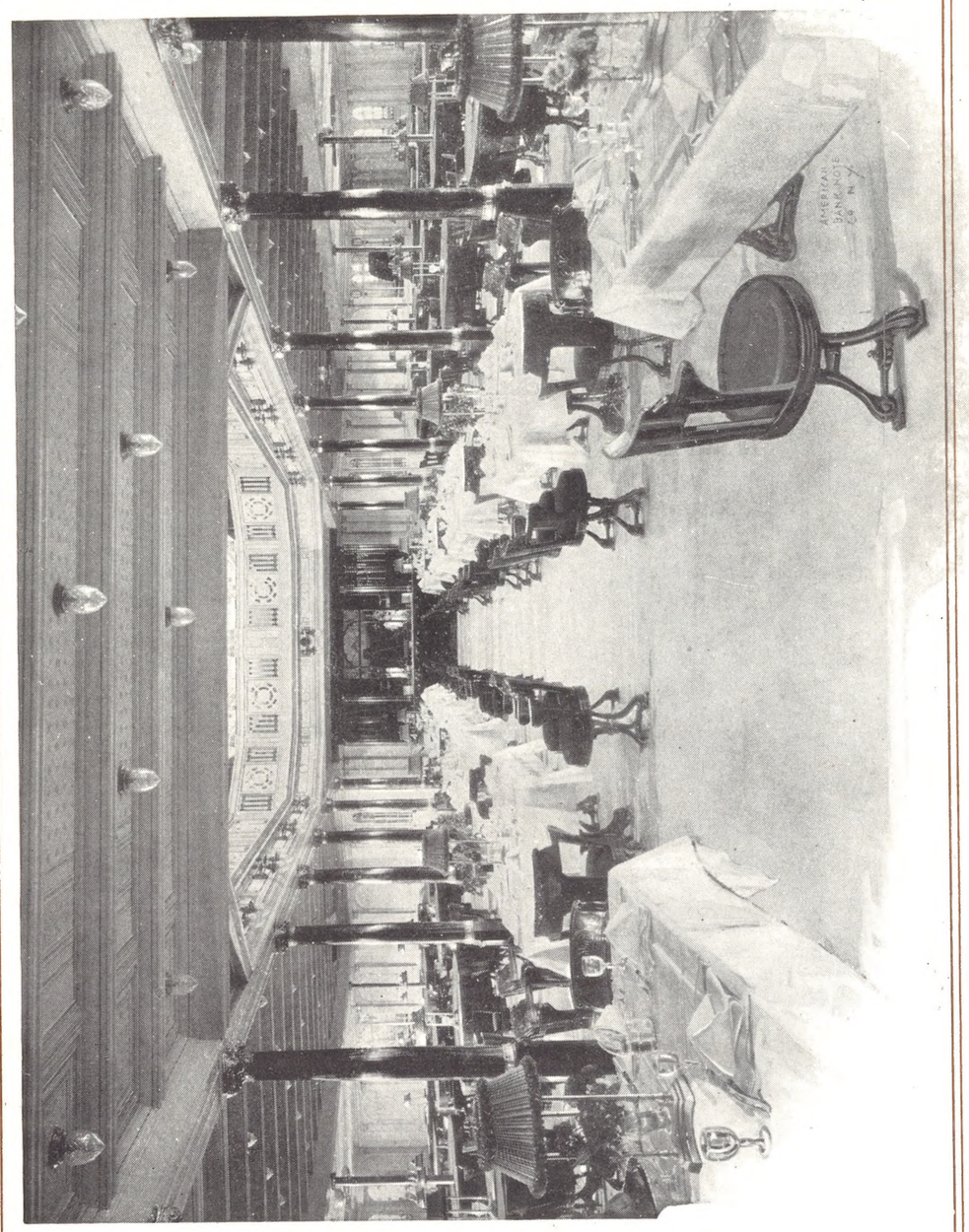
Length	668 feet
Width	77 feet
Depth of Hull	48 feet
Registered Tonnage	24,170
Displacement, Tons	37,190
Passenger Capacity, First Class	505
Passenger Capacity, Second Class	580
Passenger Capacity, Third Class	2,500
Passenger Capacity, Total	3,585

Twin-Screw Steamship NEW AMSTERDAM

Length	615 feet
Width	68.6 feet
Depth of Hull	48 feet
Registered Tonnage	17,250
Displacement, Tons	31,000
Passenger Capacity, First Class	440
Passenger Capacity, Second Class	400
Passenger Capacity, Third Class	2,300
Passenger Capacity, Total	3,140

Twin-Screw Steamship NOORDAM

Length	560 feet
Width	62 feet
Depth of Hull	43.6 feet
Registered Tonnage	12,531
Displacement, Tons	22,070
Passenger Capacity, First Class	286
Passenger Capacity, Second Class	300
Passenger Capacity, Third Class	2,000
Passenger Capacity, Total	2,586



THE FIRST CABIN DINING ROOM
S. S. ROTTERDAM

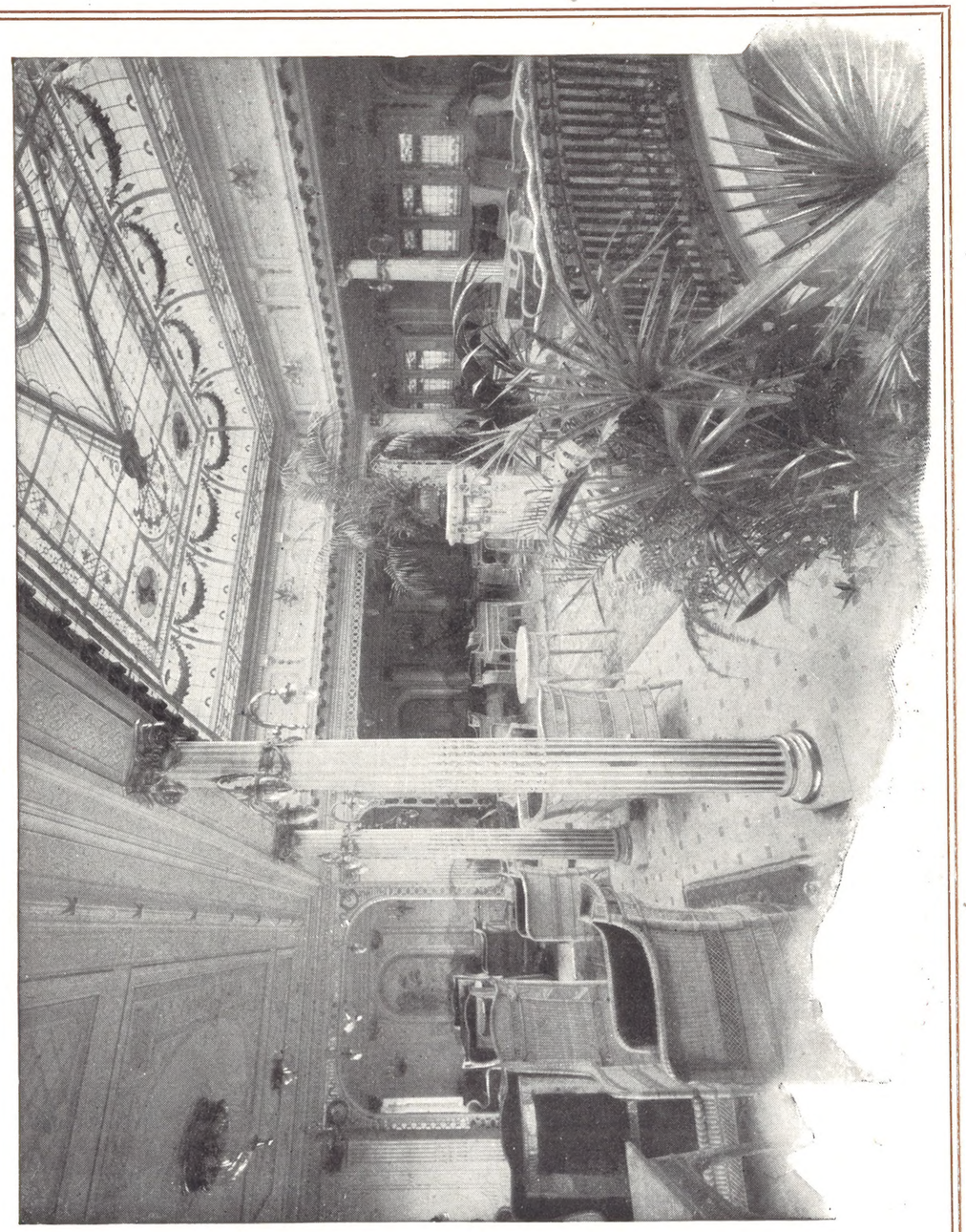
Description of Twin-Screw Steamships of the Holland-America Line—(Cont.)

Twin-Screw Steamship RYNDAM

Length	560	feet
Width	62	feet
Depth of Hull	43.6	feet
Registered Tonnage	12,527	
Displacement, Tons	22,070	
Passenger Capacity, First Class	286	
Passenger Capacity, Second Class	400	
Passenger Capacity, Third Class	2,250	
Passenger Capacity, Total	2,936	

Twin-Screw Steamship POTSDAM

Length	560	feet
Width	62	feet
Depth of Hull	43.6	feet
Registered Tonnage	12,606	
Displacement, Tons	22,070	
Passenger Capacity, First Class	280	
Passenger Capacity, Second Class	325	
Passenger Capacity, Third Class	2,100	
Passenger Capacity, Total	2,705	



THE PALM COURT
S. S. ROTTERDAM

CONSTRUCTION

THESE steamships were built at the renowned shipyards of Harland & Wolf, Belfast, with the exception of twin-screw S. S. Potsdam, which was constructed at the shipyards of Blohm & Voss, Hamburg.

Although differing in detail, all five steamships are practicaly alike in point of general construction.

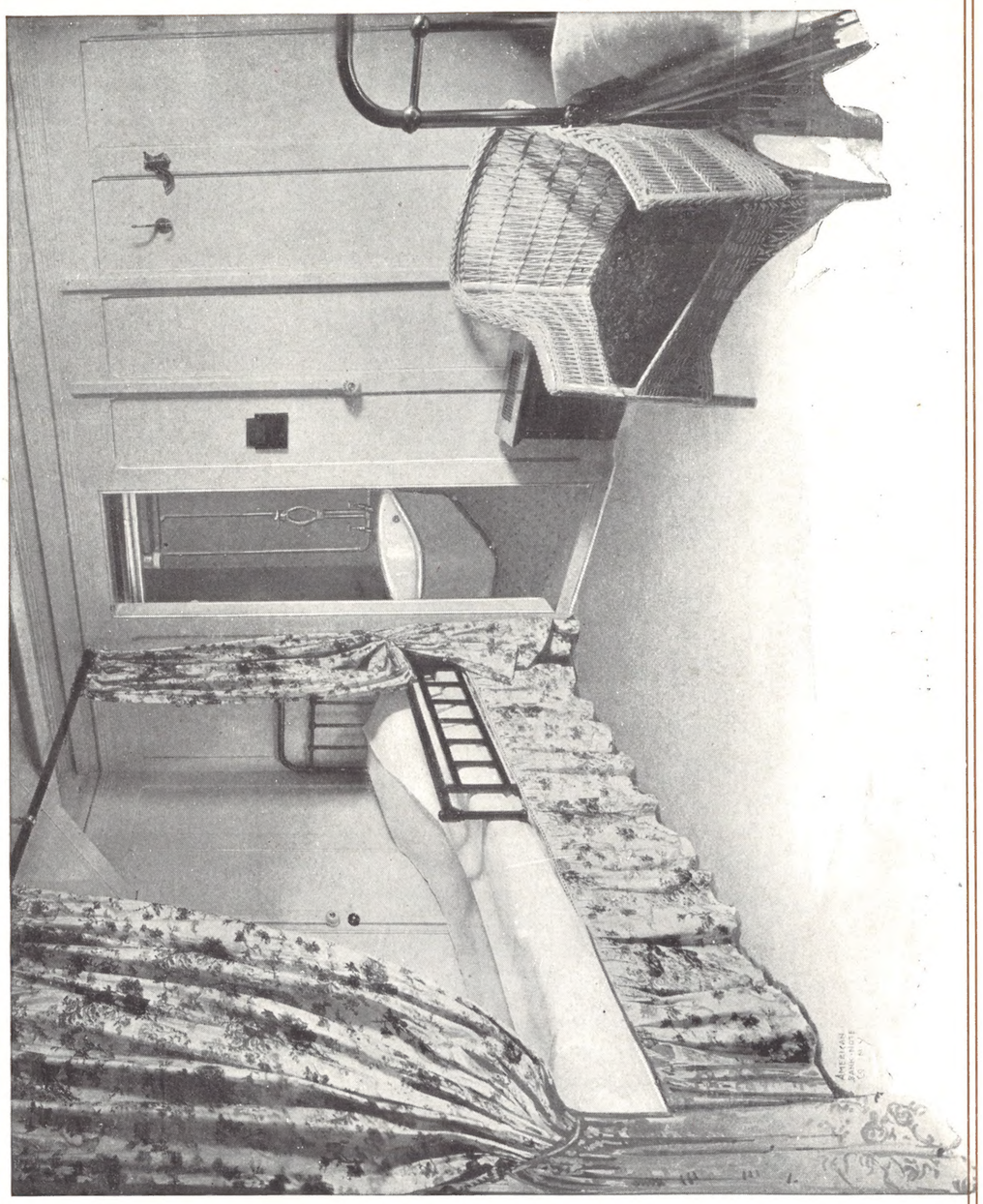
The hulls are built of steel, so shaped and of such dimensions as to allow an enormous carrying capacity (from 12,000 to 20,000 tons burden for each steamer). This great bulk together with the colossal bilge keels, attached to the hulls, account for the well-known **steadiness** of the Holland-America Line steamships, resulting in a corresponding *freedom from seasickness* on the part of the passengers.

Double Bottom and Water-tight Compartments: A double bottom extends over the entire length of the hull the space between the inner and outer bottom being divided by lengthwise and crosswise partitions, thus adding considerably to the strength of the vessel. Extending from the bottom to the main deck a number of transversal bulkheads and in some cases also longitudinal bulkheads divide the hull into several water-tight compartments rendering the ship practically unsinkable.

Speed: The steamships are of the twin-screw type, each having two separate sets of powerful quadruple expansion engines, developing a speed of from 15 to 17½ knots an hour and driving the steamer across the ocean in from eight to nine days. This speed while not of the highest, is the speed consistent with absolute comfort and total absence of vibration.

Safety Devices: The "submarine signal apparatus," an invention of most recent times has been installed, enabling the officers of the ship to locate dangerous spots in foggy or stormy weather at a distance of from four to six miles, while the Marconi Wireless Telegraph system makes it possible to communicate from the steamer with either shore and other steamers.

Fire Precautions: Although in the history of the great ocean passenger carriers, no serious fire has occurred for many years past, yet it is ever the policy of the Holland-America Line to make the most adequate provisions even against the improbable. All steamers are therefore fitted out with the most thorough system of fire protection, alarm signals, etc.



A ROOM WITH PRIVATE BATH
S. S. ROTTERDAM

FIRST CABIN ACCOMMODATIONS

THE cabin accommodations on all steamers of the Holland-America Line are situated amidships, on the promenade, salon and upper decks. The staterooms for the accommodation of from 240 to 500 first cabin passengers are very spacious, have an excellent system of ventilation, and accommodate one, two or three passengers each.

The "Rotterdam" and the "New Amsterdam" represent the most advanced type of the present day passenger carrying steamship. In planning the passenger accommodations, the desire to produce something far in advance of even the palatial passenger carriers already existing, has been followed up at every step. The most skilful artists and artisans of many countries have been called upon to contribute the best they could produce, with the result that in the appointments of the "New Amsterdam" and still more so in those of the "Rotterdam" is examplified a beauty so superb and a degree of comfort so high that it is a revelation in steamship enterprise, even in these days of rapid progress.

The exquisite taste displayed in the arrangement of the several suites, staterooms, public halls, the generous space allowance everywhere, the increase in bathing facilities, the perfection obtained in ventilation and in sanitation, the installment of all kinds of electrical devices for the convenience of passengers, are features worthy of the attention of the most discriminating travellers.

A detailed and accurate description of these beautiful steamships will be found in our publication, called "Two Giants of the Atlantic," which will be promptly furnished upon application.

The passenger arrangements of S. S. Noordam, S. S. Ryndam and **S. S. Potsdam** are in their general design of a most luxurious character. To create surroundings where persons of refined tastes may dwell in perfect ease and



JAPANESE TEA ROOM
S. S. NEW AMSTERDAM

comfort, while journeying from one continent to another, was the object aimed at, and even a casual survey of any one of the sumptuous halls, or rooms, or the immense promenade decks, will suffice to show that this object was well accomplished.

Furthermore, the reputation which these palatial steamships have gained among the best class of travellers, is conclusive proof that they represent the type of steamers which give fullest satisfaction, and most adequately fill the requirements of even the very exacting traveller of to-day.

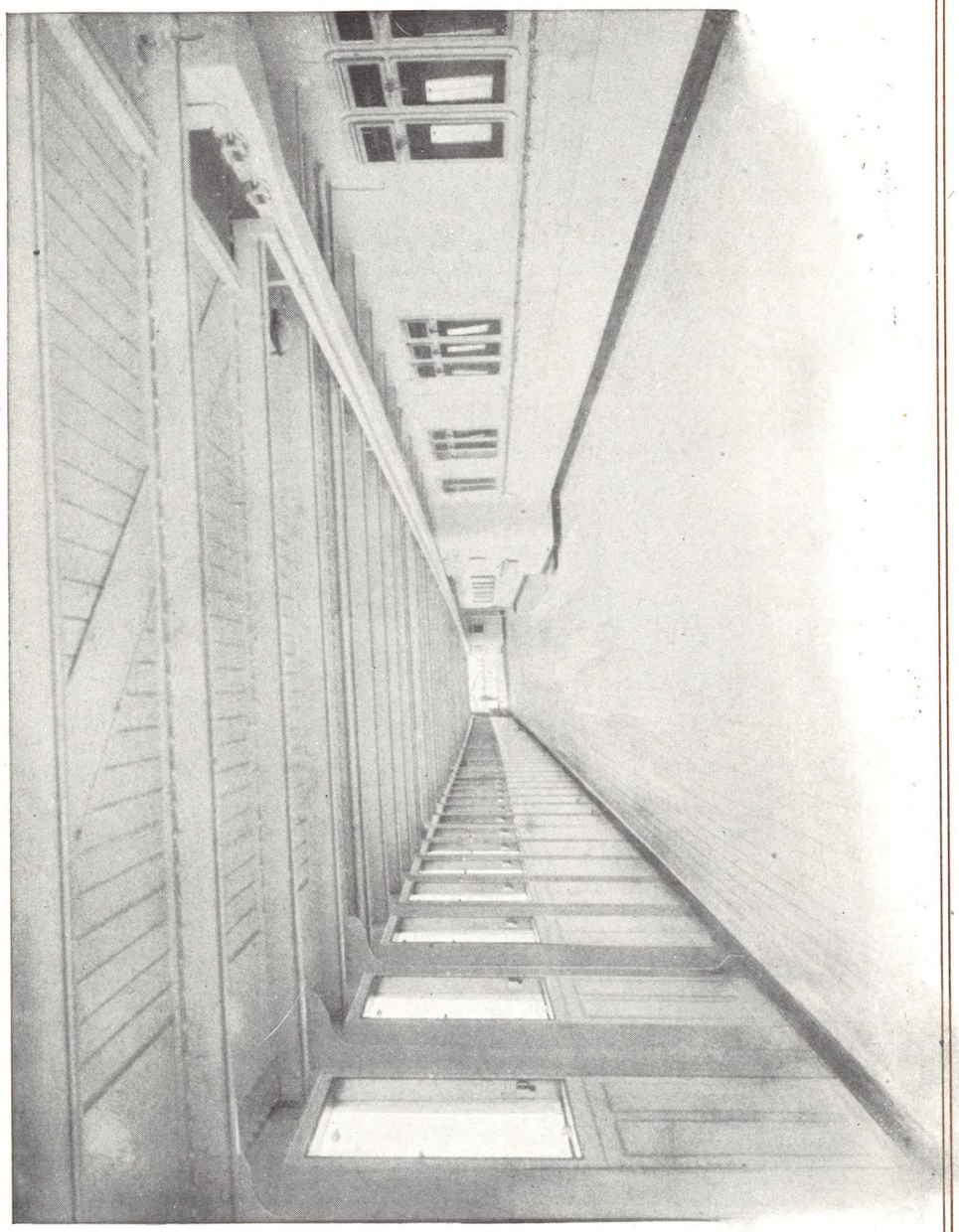
The Staterooms of each of these steamships are situated on the upper - the saloon - and the promenade decks, and cover substantially the amidships part of the steamer.

The upper deck accommodations (Deck B) consist of outside rooms, all provided with one or more large portholes, and inside rooms nearly all of which receive direct daylight, while particular attention has been given the question of proper ventilation. The rooms are built to accommodate one, two or three persons, they are very handsomely appointed, and are equipped with all the improvements of acknowledged merit contributing to the pleasure and comfort of passengers.

The Saloon deck rooms (Deck A) are all outside rooms, which receive their light through square ornamental windows, and are perfectly ventilated. They are unusually large in size, as may be judged from the accompanying illustration; their furnishings are at once luxurious and very tasteful, including all possible conveniences, while the location is the best that can be desired on ship board.

On both stateroom decks a large number of bath and toilet rooms are located at convenient points; the sanitary arrangements are most thorough and substantial, which facts, together with the exercise of scrupulous cleanliness in all quarters, have been found to be very appreciable features of the service.

On the deck above, (Promenade Deck) and located right amidships the "Noordam" and "Ryndam" have each six "Cabines de Luxe," superbly furnished and containing each two lower berths and a Pullman upper berth.



THE GLASS ENCLOSED PROMENADE DECK

S. S. "Potsdam" has in the same location two suites comprising bedroom with double brass bed, and sitting room with sofa, moreover two cabines de luxe each with double brass bed and sofa. A separate bath and toilet room is connected with each section of rooms, also a private hall and stairway leading to the deck below, the whole arrangement having been designed for the benefit of such passengers who wish to travel in luxury and exclusive style.

The Dining Room on these steamers is located on deck A, just forward of the spacious vestibule. The decoration is luxurious and tasteful, the mahogany furniture with rich upholstering making a very pleasing contrast with the panelled walls, the numerous ornamental windows and the beautiful vaulted dome of decorative glass.

Ladies' Drawing Room and Library. Ascending the grand companionway, the upper vestibule is reached, connecting a beautiful ladies' drawing room on one side with an equally luxuriously fitted library situated more forward. The ladies' drawing room is finished in polished satin wood artistically decorated, with groupings of dainty furniture upholstered in soft colors pleasing to the feminine eye, while the library is finished in mahogany and gold, substantially furnished, with writing desks, chairs and settees upholstered in velours. The book cases contain a choice selection of literature which is always at the disposal of the passengers.

Smoke Room. Aft of the Luxe rooms on the same deck is a spacious smoke-room, very attractively finished in dark stained oak, with valuable dutch tile pictures adorning the walls, and arrangements of comfortable sofas and chairs.

The Promenade Decks on all the steamships of the Holland-America Line are noteworthy for their great size. The area of unobstructed space set aside for walking, exercise or games is proportionately larger than that of most other steamers, which is a feature to be appreciated, especially in times when travel is heavy.



DOME IN DINING-ROOM
S. S. NOORDAM

SECOND CABIN ACCOMMODATIONS

WITH the enormous increase in the size of its steamers, a splendid opportunity was offered the Holland-America Line for improving and extending the second cabin service, and realizing the importance of this branch of the business the Line has not been slow in availing itself of this opportunity to the full extent. The great width of the steamers has made it possible to allow a liberal use of space in planning staterooms, public halls and promenade decks. Many innovations have been introduced in the way of better ventilation, sanitation, bathing facilities, safety devices, and electric lighting, in the preserving and cooling of fresh food, etc., improvements and comforts such as are practically unknown on steamers of an earlier period, but which are an integral part of the second cabin of the modern ocean liners of the Holland-America Line.

The Second Cabin Staterooms on all steamers are located on the middle and upper decks; they are roomy and well ventilated, and while not having the luxury of the first cabin rooms yet they are fitted up in the same style with excellent berths and bedding, one or more washstands, and neat and attractive furnishings.

As in the case of S. S. "Rotterdam" wardrobes have been installed in a great many rooms, while all rooms have electric light, call bells, etc., in fact all the modern improvements devised to increase the comfort of its occupants. Ample bathing and toilet facilities are provided and will be found conveniently located.

Requirements for the successful social life of the second cabin passengers during their stay on board have been thoroughly considered, and with a view thereto large and pleasant **Dining rooms, Ladies' Lounges, Smoke-Rooms, and Separate Promenade Decks** have been provided on all steamers.

The dining room on S. S. "Rotterdam" and S. S. "New Amsterdam" covers the whole width of the ship, seating respectively 290 and 200 persons at one time.



SMOKE-ROOM
S. S. RYNDAM

The smokerooms and ladies lounges on all steamers are located on the higher decks, and while the extreme luxury of the first cabin is not found here, they are nevertheless elegantly furnished and decorated, and designed to make pleasant and comfortable gathering places for the passengers. A full description of the second cabin may be had by consulting our folder "Across the Atlantic in the Second Cabin."

Service and Cuisine: The service on the Holland-America Line steamships is of the highest order. It is entrusted to able and experienced "Chefs," assisted by a corps of well-trained stewards and stewardesses with whom courtesy and willingness are prime qualifications. The Cuisine and table has a most enviable reputation, for its excellence and variety. It provides the best which the markets of both Europe and America afford and is equalled by only few of the best establishments on land.

The second cabin table while not as elaborate as that of the first cabin, provides for equally wholesome and excellent food in great variety. It is with equal care prepared, and well served.

Orchestra: Each steamship has an orchestra of skilled musicians which renders concerts alternately in the first and second cabin and at certain times on the decks for the entertainment of all passengers.

Physician: Each steamship carries a graduated physician, and medicines are dispensed gratuitously to passengers in all classes.

Ship's Bulletin: On board of each steamship a newspaper is published during the voyage, the news items for which, including stockmarket quotations, are supplied from either the American or the European shores by means of the Marconi Wireless Telegraph Service, with which all steamships are equipped.

MAP OF CENTRAL EUROPE
SHOWING

ROTTERDAM

A most convenient located landing port,

BOULOGNE Sur Mer

The French port of call
3¼ hours from either Paris or London,
AND

PLYMOUTH

The English landing port for S.S. Rotterdam
and S.S. New Amsterdam
for cabin passengers to Great Britain.


Helsingor
SWEDEN
COPENHAGEN
Landskrona
Malmo
Ystadt
DENMARK
Fredericia
Strib
Nyborg
Korsor
FORNHOEM
BALTIC SEA
Bajohren
Memel
Janowo
Tilsit
Kowno
Koschedary
Wilna
Flensburg
Kiel
Neumunster
Hamburg
Rostock
Stralsund
Kolberg
Coslin
Stolp
Danzig
Konigsberg
Insterburg
Eydtkuhnen
Korschen
Dirschau
Elbing
Marienburg
Lyck
Prostken
Grajewo
Grodno
Neu Stettin
Konitz
Lassowitz
Jablonowo
Allenstein
Johannisburg
Lomza
Illowo
Bialystock
Bremerhaven
Wilhelmshaven
Emden
Leer
Oldenburg
Bremen
Langwedel
Lubeck
Stettin
Stargard
Flatow
Bromberg
Schneidemuhl
Inowratzlaw
Thorn
Ottlotschin
Alexandrowo
Uelzen
Wittenberg
N. Strelitz
Angermunde
Kreuz
Kustrin
Gnesen
Posen
Frankfurt
Hanover
Stendal
Braunschweig
Minden
Osnabruck
Salzbergen
Deventer
Zwolle
Meppel
Assen
Groningen
Leeuwarden
Harlingen
Amsterdam
The Hague
Sheveningen
Rotterdam
Utrecht
Arnheim
Nottingham
Birmingham
Hunstanton
Cambridge
Harwich
London
Bristol
Queensboro
Flushing
Dordrecht
Emmerich
Wesel
Munster
Lehrte
Berlin
Potsdam
Brandenburg
Magdeburg
Halle
Cottbus
Guben
Jarotschin
Kutno
Warsaw
Nowominsk
Brest Litowsk
Lukow
Teresopol
Plitschwia
Iwangorod
Kowel
Ljublin
Rowno
Ostrowo
Wjeruschow
Radomsk
Bzin
Ostrowiec
Sokal
Kameniza
Brody
Kremenec
Tschenstochow
Dombrowo
Mjechow
Crakow
Tarnow
Ropczyce
Jaroslaw
Rzeszow
Przemysl
Lemberg
Tarnopol
Brzezany
Czortkow
Kolomea
Czernowitz
Stanislau
Sambor
Stryj
Bochnia
Oswiecim
Bielitz
Teschen
Neu Sundec
Sanok
Bartka
Homonna
Eperjes
Abos
Kassa
Ujhely
Munkaes
Csap
Marmaros (Sziget)
Nagy Karoly
Debreczen
Dees
Bisztricz
Zilah
N. Varad
Klausenberg (Kolosvar)
Maros (Vasarhely)
Strassburg (Nagy Enyed)
Karlsburg (Gyala Fehervar)
Muhlbach
Kronstadt (Brasso)
Hermannstadt (Nagyszeben)
Pitesti
Ploiesti
Orsova
Crajova
Karakal
Ruscuk
Semendria (Smedarevo)
Nis (Nissa)
SOFIA (Sredec)
BULGARIA
SERVIA
BELGRADE
BUKHAREST (Bukuresti)
ROUMANIA
Arad
Temesvar
Maria Theresiopel
Szegedin
Szegszard
Kaposvar
Pecs (Fünfkirchen)
Zombor
Eszeg
Vukovar
Petervarad
Agram (Zagreb)
Gottschee
Karlstadt
Fiume
Pozega
Bugojno
Sarajevo
Mostar
BOSNIA
Trieste
Venice
Pola
Zengg
ADRIATIC SEA
Laibach
Villach
Klagenfurt
Marburg
Graz
Judenburg
Badgastein
Innsbruck
Franzensfeste
Brenneck
Meran
Botzen
Trient
Milan
Brescia
Verona
Como
Chiasso
Bellinzona
Davos Platz
St. Moritz
Montreux
Brienz
Interlaken
Lucerne
Zurich
Feldkirch
Basle
St. Gallen
Constanz
Lindau
Friedrichshafen
Singen
Schaffhausen
Freiburg
Lahr
Offenburg
Baden
Carlsruhe
Rastatt
Horb
Tubingen
Stuttgart
Ellwangen
Nordlingen
Donauwörth
Ingolstadt
Landshut
Augsburg
Munich
Buchloe
Ulm
Rottweil
Villingen
Colmar
Muhlhausen
Belfort
Delemont
Bienne
Pontarlier
Dyon
Nevers
Vierzon
Orleans
Tours
Nantes
Poitiers
Limoges
Royat les Bains
Vichy
Lyons
St. Etienne
St. Gervais les Bains
Aix-les Bains
Chambery
Bordeaux
Agen
Tou'ouse
Modane
Turino
Genoa
Modena
Bologna
Florence
Pisa
Leghorn
San Remo
Mentone
Monaco
Nice
Marseilles
Cannes
Hyeres
Toulon
Gulf of Lyons
Cherbourg
Havre
Caen
Lisieux
Rouen
Dieppe
Amiens
Tergnier
Abbeville
Boulogne Sur Mer
St. Omer
Lille
Calais
Dover
Ostend
Folkestone
Portsmouth
I. WIGHT
Plymouth
Flushing
Ghent
Antwerp
Brussels
Liege
Mons
Namur
Spa
Aix la Chappelle
Boon
Bacharach
Coblenz
Konigswinter
Muhlheim
Dusseldorf
Elberfeld
Barmen
Dortmund
Essen
Oberhausen
Hamm
Munster
Osnabruck
Paderborn
Lippstadt
Cassel
Eisenach
Gotha
Erfurt
Weimar
Leipsic
Halberstadt
Bad Harzburg
Brunswick
Lehrte
Hanau
Frankfort
Wiesbaden
Nauheim
Giessen
Limburg
Fulda
Gemunden
Kissingen
Hof
Franzensbad
Carlsbad
Saaz
Prague
Falkenau
Eger
Bayreuth
Kirchenheim
Wurzburg
Darmstadt
Mayence
Mannheim
Heidelberg
Ludwigshafen
Saarbrucken
Kaiserslautern
Landau
Saargemund
Metz
Nancy
Luxemburg
Trier
Creuznach
Bingen
Rheims
Paris
Chalons
Mantes
Versailles
Chartres
Fontainebleau
Le Mans
Rennes
Vitre
Chaumont
Avricourt
Zabern
Strassburg
Kolin
Chrudim
Pilsen
Marienbad
Weiden
Nuremberg
Ansbach
Crailsheim
Heilbronn
Tabor
Pisek
Iglau
Brunn
Klattau
Regensburg
Budweis
Znaim
Prerau
U. Hradisch
Olmutz
Troppau
Ratibor
Koniggratz
Glatz
Neisse
Oppeln
Gleiwitz
Breslau
Liegnitz
Goerlitz
Oels
Dresden
Bodenbach
Leitmeritz
Saaz
Carlsbad
Franzensbad
Hof
Plauen
Chemnitz
Zwickau
Leipsic
Halle
Dessau
Magdeburg
Brandenburg
Potsdam
Berlin
Frankfurt
Posen
Kreuz
Angermunde
Wittenberg
Stargard
Stettin
Danzig
Coslin
Stolp
Kolberg
Stralsund
Rostock
Kiel
Neumunster
Hamburg
Lubeck
Bremerhaven
Wilhelmshaven
Emden
Leer
Oldenburg
Bremen
Langwedel
Uelzen
Celle
Brunswick
Lehrte
Hanover



CHAMBRE DE LUXE
S. S. POTSDAM

GENERAL INFORMATION

Berths and Staterooms should be reserved as long in advance as possible in order to secure the most favorable location, especially during the Summer season, when all available rooms are usually engaged considerable time (sometimes months) previous to departure of the steamship.

Berths are not considered engaged unless secured by paying a deposit of $25 per berth for first cabin and $10 per berth for second cabin accommodations. The balance of the passage money, both outward and return, must be paid and the deposit receipt surrendered at least three weeks prior to the date scheduled for the sailing from the port of New York. Otherwise the Company reserves the right to dispose of such reserved accommodations to others, but the deposit money received remains the property of the Company unless the engaged berth or berths have been resold. The Line reserves the right to substitute any other steamer or steamers, change any date of sailing or cancel any sailing at any time without notice, and in case of any such change, passengers shall not have any claim or demand against the Company in consequence thereof, except for a refund of the amount paid on account of the accommodations reserved.

In the event of a passenger cancelling part of a roundtrip reservation (either eastbound or westbound), the Company reserves the right to cancel both east and westbound reservations.

Passengers who do not sail on the steamship for which they have engaged accommodations or purchased a ticket, will forfeit fifty per cent. of the passage money, unless notice is given not later than three weeks previous to sailing.

Servants accompanying first cabin passengers are charged a special rate, as per tariff.

Return and Prepaid Tickets entitle holders to passage from Europe to New York. only during the season and for the accommodations for which they have been issued. If used at



LADIES' DRAWING-ROOM
S. S. NOORDAM

any other season or for other accommodations than the face value indicates, holders will be required to make additional payment, or will be refunded any eventual difference in accordance with rates and rules in effect. These tickets are good for one year from date of issue and are not transferable. Upon application to one of the Company's Passenger Offices, they may be extended by paying the difference between the rate in effect at the date of issue and time of sailing, in accordance with the conditions on the passage contract.

Return Accommodations may be secured through the Company's Passenger Offices or Agents. They should be engaged when securing berths for the outward trip, or as soon thereafter as possible. If a passenger is prevented from sailing on a steamship for which return accommodations have been secured, a transfer



STATUETTE OF PETER STUYVESANT
S. S. NEW AMSTERDAM



A First Cabin
Stateroom

to an earlier or later steamship can be made by applying to any of the Company's Offices or Agencies, provided application for the transfer be made not later than three weeks previous to the departure of the steamship on which berths had originally been reserved, and provided there be room available on the steamer selected.

Interchangeable Tickets: The holder of a return ticket first or second class has the option of returning by the Holland-America Line or by one of the following lines: American Line, Atlantic Transport Line, Austro-Americana, Compagnie Générale Transatlantique, Cunard Line, Dominion Line, Hamburg - American Line, Leyland Line, Norddeutscher Lloyd, Red Star Line and White Star Line, subject to the rules and regulations of the line by which the ticket is used. Return tickets of any of the above lines will in the same way be honored by the Holland - America Line.



Statuette of Hendrick Hudson
S. S. New Amsterdam



A Second Cabin
Dining-Room

If Unused Return Tickets are offered for cancellation, the amount paid for the round trip, less full outgoing fare and agent's commission, will be refunded against delivery of the return certificate to one of the Company's General Passenger Offices after authorization has been received from the Company's General Passenger Office at Rotterdam.

If Unused Prepaid Tickets are offered for cancellation they will be refunded with full amount, less agent's commission and 10 per cent. cancellation fee, against delivery of the ticket to one of the Company's General Passenger Offices in America, and after authorization has been received from Company's General Passenger Office at Rotterdam.

Claims: In case of any disagreement arising between the passenger and the purser on board as regards charges to be paid, number of tickets required or passage money due, or accommodations to be assigned, the passenger is respectfully requested to pay the purser's claim, take his receipt for same and upon arrival refer the case to the passenger agent, who will promptly investigate and adjust same. The purser has no discretionary power in such matters, but is governed by rules which he is not authorized to change.

Baggage: In accordance with the regulations of the regular passenger contracts, first and second cabin passengers are allowed 20 cubic feet of baggage free on each full ticket; excess baggage is charged for at a fixed rate.

Steamer Trunks should not be higher than 14 inches, and of the usual width and length, so that the same can be placed under the berth or sofa in the stateroom.

Larger Pieces of baggage are not permitted in the staterooms, but are stowed away in the baggage hold.

All Baggage should be forwarded in time for delivery at Company's dock not later than one hour before departure of the steamer. If the baggage is sent in advance, passengers will please inform the baggage master of the Holland-America Line, Hoboken, N. J., by letter thereof, stating by what



A Second Cabin
Smoke-Room

railroad or express company the baggage has been forwarded, and by what steamer passengers intend to leave. The baggage must be claimed from the baggage master on the pier previous to embarkation, in order to prevent errors.

No baggage will be forwarded unless properly labeled and entered in the baggage manifest on the dock.

All pieces of baggage destined for stateroom must be marked "**wanted**"; those for baggage hold "**not wanted.**" and must bear passenger's name, destination, number of berth and name of steamer; tags and pasters may be had at all Company's offices and agencies. Passengers from the interior thould have their baggage checked to the Holland-America Line dock, Hoboken, N. J., by the baggage express agent on the train, previous to arrival in New York, Jersey City, etc.

All baggage is forwarded at passenger's risk unless insured.

Baggage can be **insured** at a low premium. Information given at Company's Office, 39 Broadway, New York City.

Through Checking of Baggage for Paris: Baggage of cabin passengers to **Paris via Boulogne-sur-Mer** can be checked through at our docks in Hoboken before embarkation.

Every passenger is allowed 30 kilos, or 66 lbs., of baggage free on the railroad from Boulogne-sur-Mer to Paris on every full ticket; for children between three and seven years, needing one-half railroad ticket, the free allowance of baggage is 20 kilos, or 44 lbs.

Excess Baggage is charged for at extremely moderate rates.

Customhouse Examination—Europe: The baggage of passengers leaving the steamer at Boulogne-sur-Mer will be examined by the French Customhouse officers at the Gare Maritime at said port or on arrival at paris. Baggage of passengers leaving the steamer at Plymouth will be examined by the English Customhouse officers before boarding the Great Western Railway trains. The examination by the Holland Customhouse officials will take place either on board, two or three hours previous to arrival at Rotterdam, or at the new Holland-America Line pier at Hook of Holland where pass-



A SECOND CABIN
LADIES' LOUNGE

engers and their baggage will be landed whenever tide or other circumstances may prevent the steamer from proceeding at once to Rotterdam.

Orders for delivery at the railway depots in Rotterdam and Boulogne-sur-Mer are taken by the Company's employees on board the ship, and the baggage delivered free of charge at the respective places.

Bicycles, provided properly crated, will be taken as baggage at owner's risk, at fixed rate.

Automobiles, properly crated, will be taken at a fixed tariff for shipment from New York to Rotterdam or vice-versa.

Steamer Chairs, of improved construction, may be rented at the different offices of the Company, or on the dock, for one trip, at a fixed rate.

Valuables: This Company will not be responsible for money, jewelry or other valuables of passengers.

Passengers are cautioned not to keep such articles in their staterooms. Each steamship is supplied with a safe in which all articles of value may be deposited, sealed and marked with owner's name. Both S. S. "Rotterdam" and "New Amsterdam" are provided with a safe deposit which is at the disposal of passengers.

Keys to the staterooms may be obtained from the chief steward upon application.

Inflammable or Explosive articles are not allowed on board.

Arms must be surrendered to the purser during the voyage.

Seats at Table: Seats at table are allotted by the chief steward immediately after sailing.

Mail will be accepted by the Purser after leaving New York and forwarded by pilot from Sandy Hook, without responsibility for proper mailing, however, on the part of the Company. Letters or postcards to be posted at Boulogne-sur-Mer or Plymouth should be put into the mailbag which will be hung



VIEW IN SECOND CABIN STATEROOM

in due time in a convenient place on board. Passengers are requested to put their letters, etc., into the mailbag themselves.

Stamps, stationery, postal cards, cable and telegraph blanks can be obtained from the saloon steward.

Letters and Telegrams: The Company is willing to accept letters or telegrams for passengers to be delivered on board on arrival or departure, without assuming, however, any responsibility for their proper delivery. The name of the passenger should be distinctly written, also the name of the steamer on which passengers travel. Undelivered letters are returned to the Post Office.

Parcels for Outgoing Passengers: The Company will accept parcels at the receiving office on the docks for departing

passengers and by means of an appropriate check system prompt delivery is insured in all ordinary cases. The Company however does not assume responsibility for failure to make proper delivery in case of parcels being left with unauthorized persons on the dock or on the steamer, or bearing incorrect or incomplete names and addresses or when arriving less than one hour before sailing time. Friends when ordering parcels containing flowers, candies, etc., through dealers, should insist that the dealer from whom they order notify the passenger by separate mail of the package being sent in order that the latter may make claim for same from the chief steward, thereby facilitating prompt delivery to the right person.

Passports can be procured from the State Department at Washington, through Company's Notary Public.

Money: Currency of the United States or of European countries is accepted on board the steamers of the Holland-America Line in payment of all bills and at fixed rates of exchange. Foreign moneys are bought and sold at current rates at the Company's offices in Europe.

Dogs, Cats and Other Animals must be properly caged, and are placed in the custody of the steward. Rates for dogs, cats and other animals as per Company's tariff.

Through Tickets to London and Paris are issued as per Company's cabin tariff.

Manifests of Outgoing Passengers: Pursuant to the requirements of the United States Government passengers sailing from the United States for a foreign port will be called upon at the time of booking to furnish the following information:

Family name. Given name. Age. Sex. Country of which citizen or subject. Race. Country where you lived before coming to the United States. Time of last arrival in the United States. Where you last lived in the United States, city or town and state. Country where you are going to live. Occupation. (If United States citizen that fact should be stated and sex and approximate age given; no other information is required of United States citizens.)

ROTTERDAM, BOULOGNE-SUR-MER

THE location of both ports is very favorable as landing and embarkation points. **Boulogne-sur-Mer** is only three hours distance from **Paris**, while **London** may be reached from Boulogne-sur-Mer within 3½ hours by way of Folkestone.

Special Steamer Trains between Boulogne-sur-Mer and Paris are run all the year 'round in connection with the sailings and arrivals of S. S. Rotterdam and S. S. New Amsterdam, and throughout the traveling season in connection with the sailings and arrivals of S. S. Noordam, Ryndam, and Potsdam.

Proceeding from Boulogne-sur-Mer to Rotterdam, the steamers cover this distance in from ten to twelve hours; **Rotterdam** is the Company's terminal port, with direct and frequent railroad connections to all points in Europe. In addition, a daily service from Rotterdam by the well-known Rhine Boats to **Mayence, Mannheim** and intermediate stations will enable passengers to travel at a very moderate expense to all points in Central and Southern Germany.

The facilities for the expeditious transportation of passengers to the interior have been further improved by the construction of a Holland-America Line pier at the Hook of Holland.

If the steamer, on its arrival at the "**Hook,**" should be prevented from proceeding immediately to Rotterdam, passengers will be landed at this pier; they can have their baggage examined there and proceed by special train to Rotterdam without extra expense.

From Rotterdam, London can be reached twice daily, via **Flushing and Queensboro,** or by the renowned Harwich route via **Hook of Holland,** in about ten hours.

PLYMOUTH

For the convenience of those of our patrons who prefer to land at an English port, **Plymouth** has recently been added as a port of call for S. S. New Amsterdam and S. S. Rotterdam on their eastbound voyage. Upon arrival of the steamer in Plymouth Sound passengers are transferred by large Steamtender and after a perfunctory examination of their baggage, are carried by fast train of the Great Western Ry. to London, (Paddington Station.)

A Special Steamer Train will be in readiness whenever the number of passengers ticketed to London exceeds twenty.

Customs Examination — United States: The formal declaration and oath before boarding officers on entering New York harbor are no longer necessary, but entries prepared and signed by passengers are still required. The forms provided for that purpose entitled "Baggage Declaration and Entry," for residents and non-residents, are distributed to passengers during the early part of the voyage by the purser on board. When a passenger has prepared and signed his declaration and entry, he should detach and retain the coupon at the bottom of the form and return the latter to the purser. After the ship has docked and all the baggage and effects of the passenger are landed, he should present the coupon he has retained to the chief custom officer at his office on the dock and an inspector will be assigned to make the examination.

As promptly as possible after the arrival of the ship at her dock, the trunks of incoming passengers are carried ashore. These will be found in the section of the pier prominently lettered with the initials of passenger's names. Thus, Mr. Smith will find his trunk in the "S" section; Mr. Jones in the "J" section, etc. Passengers should have their hand baggage taken at once to the same sections by the stewards.

The New Pier at foot of 5th Street, Hoboken, N. J., has been in regular use since April, 1910. This pier which is the largest double-deck structure in the port of New York, covers approximately 350,000 square feet, and has a length of 900 feet and a width of 150 feet, with a large bulkhead extension attached to it, is absolutely fire proof and equipped with all modern safety devices.

The second story is reserved exclusively for the use of passengers and the handling of baggage. Telegraph, cable and telephone offices have been installed and opportunity is given to arrange for excellent taxicab, carriage and porter services.

Representatives of the various railroad companies will be found in attendance to furnish passengers with railroad tickets to any point desired, while representatives of various express companies will attend to the forwarding of passengers' baggage. In addition uniformed porters will be in attendance, whose services may be engaged at reasonable rates for the carrying of packages, handbaggage, etc. to railroad and ferry terminals or to any point in New York or vicinity. This service assures passengers of immunity from annoyance and overcharge by irresponsible runners and porters.

The pier is situated at a distance of ten minutes walk from the Lackawanna Ferry and the Hudson Tunnels.

GENERAL PASSENGER AGENCIES

IN AMERICA

		CABLE ADDRESS
New York City	39 Broadway	Netherland
Chicago, Ill	69 Dearborn Street	Netherland
Boston, Mass	84 State Street	Delta
St. Louis, Mo	Cor. Locust and 9th Streets	Camera
San Francisco, Cal	319 Geary Street	
Minneapolis, Minn	121 So. Third Street	
New Orleans, La	219 St. Charles Street	Netherland
Toronto, Canada	40 Toronto Street	
Montreal, Canada	286 St. James Street	
Havana, Cuba	278 Apertado	Dussaq

IN EUROPE

Rotterdam	Wilhelminakade	Americano
Aix-la-Chapelle	C. Clermont	Clermont Spediteur
Aix-les-Bains	Cie Internationale des Wagons Lits, Hotel Astoria	
Amsterdam	Damrak 75	Americano
Antwerp	Raydt & Bruynseels, 6 Kammenstraat	Raydt
Athens (Greece)	Chiolman's Tourist Office, Place de la Constitution	Chiolman
Augsburg i/Bayern	Carl Kuchenbaur, Barfüsserstr, C 237/38	
Baden Baden	Friedrich Trapp	Spediteur Trapp
Barmen	Friedr-Schadde, Altermarkt 19	
Basle	Heumattstrasse 12	Nasm
Berlin	Unter den Linden 6	Cabintickets
Bern	H. & M. Leuenberger, Spitalgasse 55	Natural
Biarritz	Bellairs & Cie	
Bingen a/Rh	Friedrich Vogt	
Bordeaux	Joyaux-Bitaubé & Cie, 10 Cours du 30 Juillet	
Boulogne-sur-Mer	Rue des Ecoles 32 bis	Nasm
Bruchsal	Wilh. Hoffmeister, Schlossstr, 2 Ecke Schloss & Wörthstr.	
Brunswick	Theod. Ebeling, Poststrasse 6	Ebeling Bankgeschäft
Brussels	E. Bovy, Boulevard du Nord 64	Eugene Bovy
Budapest	Central-Reisebureau der Fremdenverkehrs-und Reiseunternehmungs A.G. IV Vigado-tèr I	Menetjegyiroda
Coblenz	Xavier Eckstein, Rheinzollstrasse 14a	Xavier Eckstein
Cologne	Hermann Lindemann, Domkloster 2	Lindemann Domkloster
Copenhagen	Joachim Prahl, 5 Nyhavn	Prahl
Dinard	Jules Boutin	
Dresden	Alfred Kohn, Christianstrasse 31	Americano
Dusseldorf	A. Kayser, Bilkerstrasse 34	
Florence	French, Lemon & Co., 2 & 4 Via Tornabuoni	Concord
Florence	F. Henry Humbert, 20 Via Tornabuoni	Humbert
Frankfurt a/Main	Wilh. Kern, Kaiserstr, 18 (Kaiserplatz)	Kern Kaiserplatz
Freiburg i/Br	Josef Nufer, Bursen-Passage, Eisenbahnstrasse 4-6	Josef Nufer
Geneva	Grand Quai 24	Nasm
Genoa	American Express Co., 17 Piazza Nunziata	Amexco
Gothenburg	Nordisk Resebureau, Palace Hotel	Resebureau
Grenoble	L. F. Buyat & Cie, 3 Boulevard Edouard Rey	
Heidelberg	Martin Volk, Hauptstrasse 86	
Heilbronn	Ch. Heinrich Gültig	
Innsbruck	Bahnstrasse 8	Nasm
Kaiserslautern i/Bayern	Heinrich Hammel, Pariserstrasse 51 C	

GENERAL PASSENGER AGENCIES

IN EUROPE — Cont'd

		CABLE ADDRESS
Karlsbad	Reisebureau J. Schreiber, Office: Böhmische Escomptebank	Steamship
Karlsruhe	Karl Morlock, Karl Friedrichstr 26, Rondellplatz	Morlock Rondellplatz
Kreuznach	C. F. Eccardt & Co	Eccardt
Lausanne	George Cherpillod, 9 Av. du Théatre	Nasm
Leipsic	Blücherstrasse 15	Americano
Liege	Eugene Bovy, Place Verte 15	
London	1 Cockspur Street, S. W	Interlace
London	381 Leadenhall Street, E. C	Cisatlantic
London	Pall Mall Deposit Co., Carlton Street, S. W	Burnished
Lubeck	Vollert's Reisebureau, Untertrave 109	Franz Vollert
Ludwigshafen a/Rh	Gustav Renner, Bismarckstrasse 104	
Luxemburg	J. Thorn, Bahnhof Avenue 4	Thorn Agent
Lyons	H. de Riberolles, "Voyages Universels," 3 Rue de l'hotel de Ville	
Magdeburg	Verkehrsbüreau der Magdeburgischen Zeitung, Breiteweg 6	Verkehrsbureau
Malmo	Nordisk Resebureau, No. 2 Ostra Hamngatan	Resebureau
Mayence	Otto Hirsch, in firma George Hirsch, Stiftstrasse 12	George Hirsch
Mannheim	Gundlach & Baerenklau, Nachf, Bahnhofplatz 7	Gundlach Baerenklau
Milan	G. C. Cantaluppi, Via a Manzoni 12	
Munich	C. Bierschenk, Maximiliansplatz, 18 cor. Prannerstr	Bierschenk
Naples	American Express Co., 27 Via Vittoria	Amexco
Naples	W. J. Turner & Co., 161 Santa Lucia	Turner
Nice	12 Ave Felix Faure, (open until April 30th, 1911)	Americano
	17 Ave de la gare	Norz
Nuremberg	Philipp Gutmann, Frauentorgraben 67	Manngut
Paris	Rue Scribe 4	Nasm
Pau	A. Mauland-Herré, 6 Rue Adoue	
Pforzheim	Albert Seifried, Sedansplatz 10, corner Weiher und Dillsteinerstr	
Plymouth	Bellamy & Co	Bellamy
Prague	D. Schick & Rosenbaum, Wenzelsplatz 15	Schiek Rosenbaum
Rome	French, Lemon & Co., 49 Piazza di Spagna	Lemon
Rome	Ad. Roesler Franz & Figli, Via Condotti 20 (Palazzo Torlonia)	Banco Franz
Rome	American Express Co., Piazza Venezia	Amexco
Rome	American Exchange Co., 26-27 Piazza di Spagna	Exchange
Singen	Paul Würth, Ekkehardstrasse 5	
Stockholm	Nordisk Resebureau, Royal Opera	Resebureau
Strasburg, i. E	Ludwig Bastian, Bahnhofplatz 6	Starred
Stuttgart	Albert Starker, Königstrasse 21	Albert Starker
The Hague	Crans & Co., Noordeinde 54	Crans
The Hague	Eykensluyters & Tromp, Anna Paulownastraat 11	Eykensluyters Paulownastraat
Tours	M. Bataille, 8 Boulevard Béranger	
Vichy	F. Chardonnet. 17 Rue Sornin	
Vienna	IV Wiedener Gürtel 12	Nasm
	II Kaiser Josefstrasse 36	
Wiesbaden	E. Born, Kaiser Friedrichplatz 3	Reisebureau Born
Wurzburg i/Bayern	Georg Vaeth, Kaiserstrasse 31	
Wurzburg i/Bayern	Alfred Altschüler & Co	Altschüler Spediteure
Zermatt	Galland & Co	
Zurich	Pelikanstrasse corner Bahnhofstrasse	Nasm

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